MUNICIPALITY OF METROPOLITAN TORONTO

TORONTO TRANSIT COMMISSION

NETWORK 2011
PUBLIC INFORMATION PROGRAM

DOCUMENTATION REPORT

APRIL 1986

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April, 1986

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1. PUBLIC RESPONSE AND COMMENTS

The purpose of this documentation report is to outline the activities undertaken to solicit comments from the general public concerning Network 2011 - A Rapid Transit Plan for Metropolitan Toronto and to document the results and comments received throughout the Public Information Program.

1.1 Introduction

Network 2011 - A Rapid Transit Plan for Metropolitan Toronto was a study undertaken by the Toronto Transit Commission and Metropolitan Toronto. The study, which concluded in May, 1985 contained recommendations for the priority of future rapid transit projects in Metropolitan Toronto and a detailed plan for its implementation. The three detailed feasibility studies, for the Downtown Relief Line, the Sheppard/Finch Rapid Transit Corridor and the Eglinton West Rapid Transit Corridor, are the basis for the main report.

Prior to submitting the Network 2011 strategy and report to Metro Council, the area municipalities and other agencies were forwarded copies of the reports and were invited to provide comments to the Metropolitan Toronto Planning Department.

The Network 2011 Public Information Program was undertaken to provide the general public with an opportunity to review and comment on the findings and conclusions of the Network 2011 report and the three rapid transit feasibility studies. The comment sheets submitted at the public meetings, were made available to the area municipalities in their preparation of responses to the report.

The main component of the public information program was the six public information centres held in each of the area municipalities. A series of display boards, presenting clearly and concisely the rationale and recommendations of the Network 2011 report and the three detailed feasibility studies were available for viewing from 1:00 pm to 9:00 pm at the following locations and dates:

Toronto New City Hall Rotunda
Queen and Bay Streets

and

Scarborough Civic Centre Lobby
150 Borough Drive — on Tuesday, October, 8, 1985.

North York City Hall
5100 Yonge St. north of Sheppard Ave.

and

Etobicoke Civic Centre
550 Burnhamthorpe Rd. at The West Mall — on Wednesday, October, 9, 1985.

York Municipal Office
2700 Eglinton Ave. West, west of Keele St.

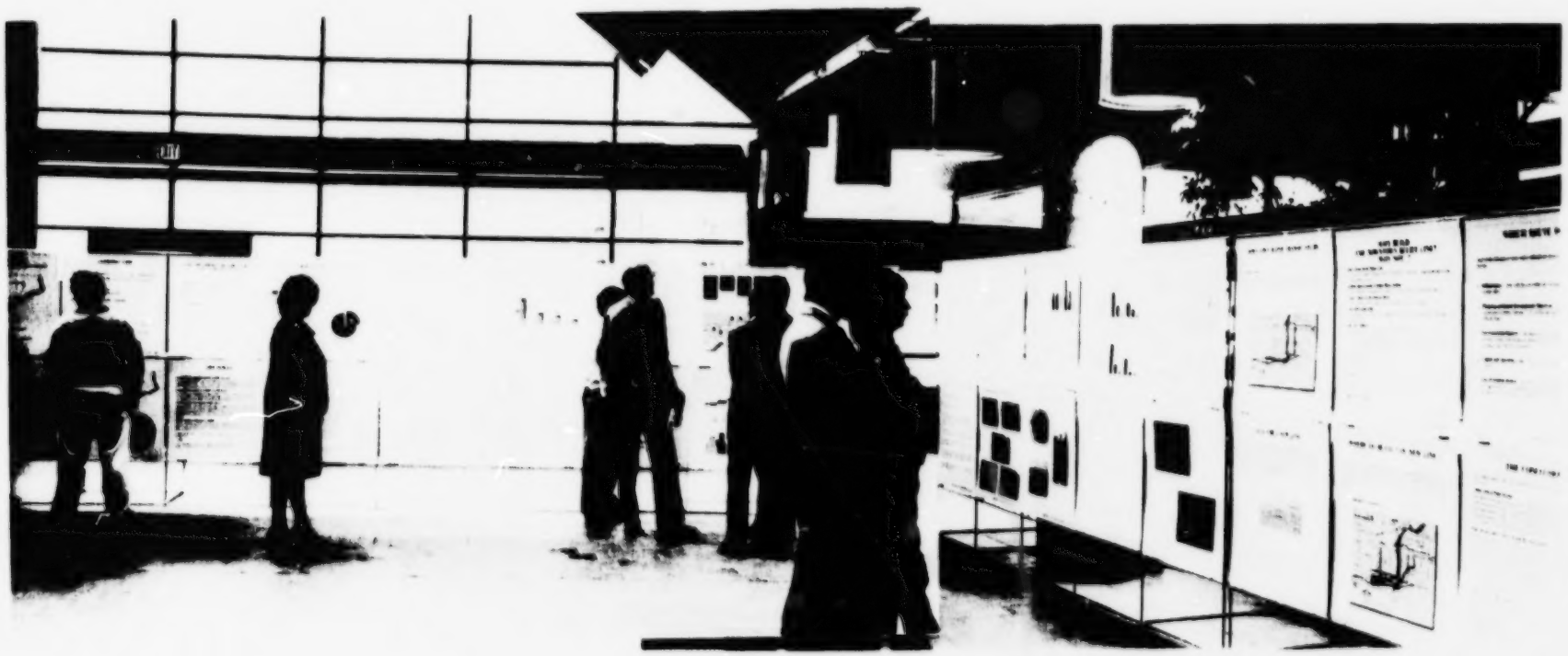
and

East York Municipal Office
550 Mortimer Ave., at Coxwell Ave. — on Thursday, October, 10, 1985.

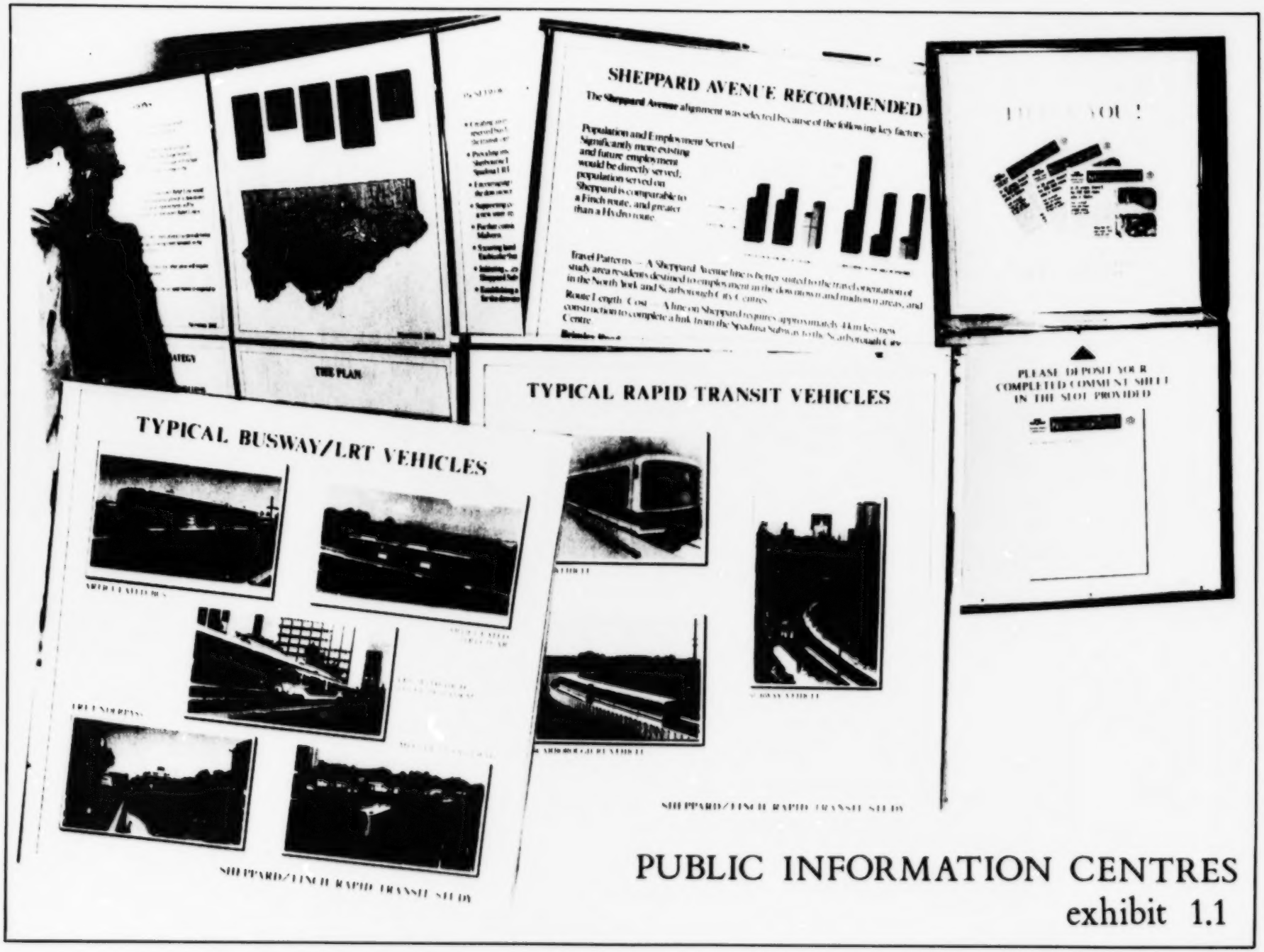
Representatives from the Toronto Transit Commission, the Metropolitan Toronto Planning Department and the consultants that undertook the detailed feasibility studies were present at all of the centres to discuss the findings with the attendees and to answer any questions.

Newspaper inserts, compiled in the form of a flyer containing information to the public about the Network 2011 strategy, and advertising the public information centres, were distributed through the newspaper and mailed directly to various agencies and groups. These open house information centres were advertised on board all T.T.C. vehicles by the illuminated overhead car cards and by the T.T.C. Rider News. Ads also appeared in the major daily and weekly newspapers, media and press releases were issued and special presentations were made to various groups and municipalities.

The public was invited to provide input by attending the information centres personally, providing written submissions or completing the available comment sheets, by completing the tear off coupons in the newspaper inserts and providing written responses, or by telephoning the direct number (363-2011) to Metro Planning for input.



PUBLIC INFORMATION CENTRES
exhibit 1.1


THE PLAN
SHEPPARD AVENUE RECOMMENDED
PLEASE DEPOSIT YOUR COMPLETED COMMENT SHEET IN THE SLOT PROVIDED
TYPICAL BUSWAY/LRT VEHICLES
TYPICAL RAPID TRANSIT VEHICLES
SHEPPARD/FINCH RAPID TRANSIT STUDY
SHEPPARD/FINCH RAPID TRANSIT STUDY

PUBLIC INFORMATION CENTRES

exhibit 1.1

1.2 Comments About Network 2011 Recommendation

After the review of all of the comments received, in general the public was more concerned about the existing services provided by T.T.C., and made very specific comments about them. The comments about the Network 2011 recommendations were much broader. These responses also demonstrated a depth of understanding by the public of the proposed strategy.

The comments received at the information centres were generally positive and supportive of the recommendations and the Network 2011 strategy. As shown in Exhibit 1.2, about

- 84 percent of the total number of individual comments made about Network 2011 were of a positive nature;
- 50 percent of the comments supported the overall plan, the individual lines and the proposed vehicle technologies;
- 13 percent wanted the rapid transit network to be built as soon as possible and faster than the recommended time table;
- 10 percent indicated that the priorities of the lines, mainly for the Downtown Relief Line and the Eglinton West Rapid Transit Line be changed, in order to be built earlier;
- 12 percent indicated a need to extend the recommended lines beyond what was proposed and to extend the Spadina Subway, Yonge Subway, and a line from the Kipling Station on the Bloor line northerly into the Rexdale area;
- only 16 percent of the comments made were negative, of which about one half were not supportive of the overall plan and the other half did not agree with the proposed routings or suggested the use of other vehicle technologies.

Specific comments about each of the three recommended lines were generally related to the routing, and potential extensions, choice of vehicles and construction timing and priority. These are presented first. Then, other comments related to the proposed Network 2011 plan are presented followed by general system and strategy improvement comments. More detailed comments are included in Appendix A.

EXHIBIT 1.2

COMMENTS ABOUT THE NETWORK 2011 RECOMMENDATIONS

	Number of Mentions	Percentage of Total Mentions
Supportive of the plan	32	11
Build faster, as soon as possible	38	13
Supportive of the individual lines:		
Sheppard Subway	45	15
Downtown Relief Line	15	5
Eglinton West Rapid Transit Line	26	9
Extend other transit lines	37	12
Change priorities	29	10
Support for technology	26	9
	248	84
Not supportive of the plan	20	7
Use other technologies	16	5
Change routing	12	4
	48	16
TOTAL MENTIONS	**296**	**100**

1.2.1 - Sheppard Subway Comments

The majority of the comments received about the proposed Sheppard Subway were from North York, Toronto and Scarborough. Support for the subway technology and construction of the line as soon as possible were the most frequent comments.

The construction of a subway was preferred by a significant number (19) because it is fast and efficient and causes less disruption in high density areas. There were a few stated concerns about noise and vibration and adverse impacts on adjacent properties due to construction. People also commented that the cost of constructing subways was too high and that other technologies should be considered. People suggested using the ICTS vehicles, articulated streetcars, or rubber tired vehicles (such as in Montreal or Paris).

Of those who commented on the routing of the Sheppard Subway, some (7) felt that the line needed to be extended into the northwest part of Metro and linked to Pearson International Airport. Some (7) perferred alternative routes including Finch Avenue, along Highway 401, along Steeles Avenue, a streetcar line along the Hydro right of way, or a line extended to York University. A few people suggested that additional stations were needed, that the subway should be interlined with the Spadina subway and that the connection at the Scarborough RT station be on the same platform. Many (8) indicated concerns regarding a subway's negative impacts on the adjacent residential properties and on the property values. The need to set aside enough property for parking areas was also mentioned.

The most comments received (21) were to build the Sheppard Subway as soon as possible. In addition, many (10) specified that the entire line be given the first priority. Only two comments suggested that the Sheppard line be the second priority.

1.2.2 - Downtown Relief Line Comments

Comments received about the proposed Downtown Relief Line were predominantly from the Toronto and East York Centres. The most frequent comments were to extend the proposed line and to build it as soon as possible.

With respect to the southerly portion of the route, suggestions were to connect the line to Exhibition Place, Ontario Place, the Island Airport and Harbourfront. Extension north to Don Mills was also suggested by a few. One recommendation was to extend the line westerly to the Bloor-Danforth subway to complete the U-shaped diversion. A few commented that other routes should be used such as more extensive use of the C.N.R. or Dundas Street to Bay Street, or Queen Street. A couple of responses indicated that the recommended routing was good. The importance of an adequate and acceptable connection to Union Station was expressed in two of the comments.

As far as the type of vehicle technology was concerned, a couple suggested improvements in the streetcar network to address the existing transit deficiencies in the downtown area. On one hand, support for subways was suggested while on the other it was indicated that subways were too costly.

A significant number of comments about the Downtown Relief Line suggested that it be given first priority (10) or that it be built as soon as possible (7). A few suggested that the priority of this line needs to be rethought, implying a later construction, if at all.

Other comments stressed the importance of providing parking at and around the Pape Station and of reducing the disruptive impacts on neighbourhoods that would result from increased traffic generated in the area from the new line. A couple of suggestions were to introduce a system of one-way streets in the downtown core to facilitate traffic operations, including transit circulation.

1.2.3 - Eglinton West Rapid Transit Line Comments

Those attending the Etobicoke, York and Toronto public information centres provided the most comments about the proposed Eglinton West Line.

A significant number of comments were received regarding the routing of the Eglinton West Line, with many suggesting that the line provide a direct link to the Pearson International Airport (9). Links to the Rexdale area, Woodbine, to

Mississauga Square One, and to another north-south transit line in the vicinity of Highway 427 and connecting to the Bloor line were also suggested. A few comments expressed a need for a line north of Eglinton Avenue, possibly along Wilson Avenue and Albion Road to serve the northwest area of Metro.

Many comments suggested that the Eglinton line be given a higher priority (11) and a few specifically that the line should be built as a subway from the start.

1.2.4 - Overall Network 2011 Comments

The public, for the most part (21), indicated that the Network 2011 strategy was well planned and supported the recommendations.

The need to assess the benefits and costs of the Network 2011 strategy not only within Metro Toronto but also in conjunction with other transit services in southern Ontario, was mentioned frequently. Many indicated the need to integrate regional transit (8) and the need for co-operation between T.T.C. and GO Transit (9) with respect to the integration and improvement of services and the integration of fares.

Some supported the acceleration of the construction timetable while some were skeptical that no special tax or fare increases were required and that the suggested program would be too costly to the taxpayer.

Other concerns expressed included consideration for the fair market value of residential properties along the proposed new routes and increased emphasis on improvements for the handicapped. It was also observed that the Network 2011 strategy did not serve the areas north of Steeles Avenue and the northwest part of Metro. A few suggested the increased use of exclusive bus lanes and T.T.C. rights of way for the improved movement of transit.

1.2.5 - General Comments

Other comments related to Network 2011 and the provision of rapid transit service in Metro were as follows:

- introduce a parking tax on all commercial parking spots to help increase revenues.
- more multipurpose stations like the Scarborough Centre Station.
- additional charge for access to the transit system by way of the new stations.
- implement Honour fare system.
- keep vehicle types to a minimum to allow for a greater flexibility in the future.
- "must be assurances from Metro that transport policy will favour the TTC over roads."
- reform the commission so as to make it more accountable to the public.
- open the TTC to more direct policy and planning input from the public.
- encourage more involvement in the staggered hours program and part time employees, but also improve ie. extend peak hour service period
- implement much simpler solutions to the congestion problems such as transportation system management techniques and transit priority schemes.

The following suggestions were intended to improve both existing and proposed transit lines:

- extend the Scarborough RT to the Malvern community and /or Zoo.
- place high priority on connecting buses.
- extend Yonge Street subway northerly to Steeles Avenue.
- separate the Yonge subway service from the University subway service.
- consider construction of a rapid transit line from the Kipling Station to Pearson International Airport along the Hydro right of way.
- provide surface transit lines to the outskirts of Metro.
- continue Harbourfront to Bathurst Street.
- Harbourfront is too costly.

1.3 Comments About Existing T.T.C. Services

An extensive range of comments about the existing T.T.C. services, from operational and route improvements to vehicle use, to station amenities, to services for the disabled were presented. Exhibit 1.3 below summarizes the type of comments received.

EXHIBIT 1.3

COMMENTS ABOUT EXISTING T.T.C. SERVICES

			Number of Mentions	Percent of Total Mentions
o	Service		96	61
	- Good service	33		
	- Service needs improvement	5		
	- Personnel behaviour	7		
	- Overcrowding/congestion	26		
	- Delays/frequency improvement	17		
	- Extended hours of service	8		
o	Passes/fares		4	2
o	Operational improvements		13	8
o	Routing		12	8
o	Station Improvements		9	6
o	Vehicle		10	6
o	Services for the Handicapped		5	3
o	Policy		9	6
TOTAL			**158**	**100**

Of the 158 comments about existing T.T.C. services, the majority (about 60%) were related to the quality of service. Although a large number of comments stated that the service was "good", "excellent", "reliable", "first class", "efficient", many more commented on the problems and their potential resolutions. The overcrowding problems on buses, (11) namely on Sheppard and Finch Avenues, and during the peak periods (9), and suggestions to increase the frequency of service (11) during the peak periods, were the most frequent comments. Some comments specifically addressed the congestion at Yonge and Bloor (6). Extended hours of service (8) in the evenings, on weekends and particularily after special events, were also frequent comments.

Comments about passes and fares were to reduce fares and provide passes at a discount.

Operational improvement comments included: stopping buses close to the sidewalk and not on the roadway; allowing enough time for passengers to take transfers at intersections; make available adequate supplies of route maps at all subway stations; the need for a transfer at York Mills was questioned; the frequency of mechanical failures on the subways at all subway stations; doors to the trains to be kept open a minute longer; better warnings in short turn buses.

Comments with regard to routing included: put a bus on Front Street; direct bus route needed from Victoria Park along Sheppard Avenue to the Scarborough City Centre, eliminating the need to transfer at McCowan Avenue; better service on North Yonge; express buses from Finch Avenue service to York University; more buses directly connecting to the Exhibition Stadium; add bus stops at North York City Hall and at the Shipp Centre; provide access to the Woodbine Centre and increase service north into the Rexdale area.

Comments related specifically to vehicles were mostly about the lack of comfort on the subway, seats and whining sounds. Other comments suggested the replacement of trolley buses, removal of all Gloucester subway cars, use of vans and minibuses and European type buses with rear entrance and front exit.

A number of persons requested cleaner stations, ramp access to stations, drinking fountains and washrooms in all stations, particularly at St. George and Union Stations. Specifically an escalator at the Islington station and pedestrian access to the Kipling station was requested.

Policy related comments demonstrated support for bus only lanes and one way streets and support for interregional co-ordination with GO Transit and connections with Mississauga. It was also suggested that smoking be banned everywhere on T.T.C.

Other suggestions were to provide better service for the hearing impaired (for example the use of flashing warning lights or emergency signals), to enforce the proper use of the special seats for the elderly and handicapped, and to improve access to the disabled and those with strollers.

1.4 Summary of Responses and Respondent Characteristics

The attendance at the public information centres, as shown in Exhibit 1.4 below, was at least 363 people. In fact, the actual attendance is estimated to be between 500 and 600 people. It was observed that many people viewed the displays, asked questions and did not sign in or complete a comment sheet questionnaire. The North York and Toronto centres experienced the highest attendance. About 150 persons, in total, completed a comment sheet, of which three provided full written submissions. An example of the comment sheet questionnaire is shown in Exhibit 1.5.

In addition, about 248 written responses to the newpaper inserts were received of which almost half came from Toronto. In the two week period between October 1 and 15th, 65 telephone calls were received by Metropolitan Toronto Planning Department through the special telephone number, 363-2011.

The people who attended the public information centres generally shared a common interest in transit services and how transit services affect their lives. The public, as shown in Exhibit 1.6, were frequent users of the T.T.C. system with about 70% using T.T.C. more often than five days per week; three quarters travelled to work up to five days per week; one-third never has access to a car for personal use; two-thirds did not use other transit systems; and about one third were between the ages of 26 and 35. Detailed respondent characteristics compiled by municipality are included in Appendix B.

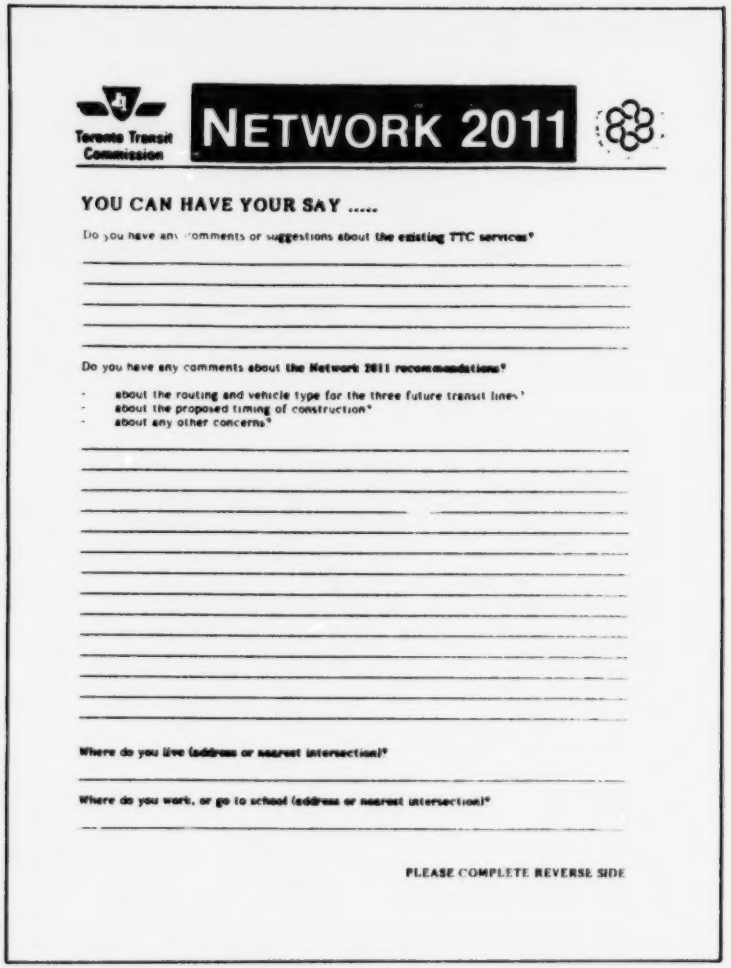
EXHIBIT 1.4
SUMMARY OF RESPONSES

	Toronto	Scarborough	North York	Etobicoke	York	East York	Total
Attendance(1)	87	44	108	37	40	47	363
No. of Sign Ins (Total)	70	36	87	24	34	43	294
Comment Sheets	44	15	47	20	11	16	153
No. of Tear Offs	119	30	66	19	7	1	248(2)
No. of Telephone Calls(3)	-	-	-	-	-	-	65

(1) "Attendance" is comprised of those who signed in and those who submitted comment sheets minus those who did both; it excludes others who did not sign in or complete a comment sheet.

(2) This total includes 6 tear-offs received from residents outside Metro Toronto.

(3) Telephone calls received from October 1st to 15th, 1985 at 363-2011 Metropolitan Toronto Planning Department.



Toronto Transit Commission

NETWORK 2011

YOU CAN HAVE YOUR SAY .....

Do you have any comments or suggestions about **the existing TTC services?**

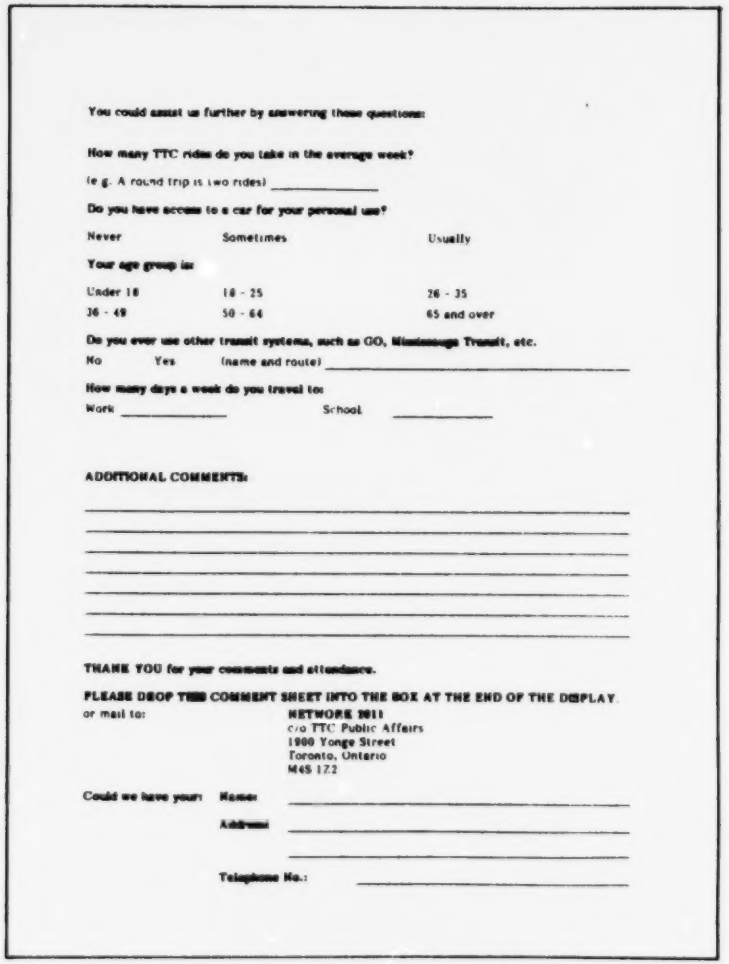
Do you have any comments about **the Network 2011 recommendations?**

- about the routing and vehicle type for the three future transit lines?
- about the proposed timing of construction?
- about any other concerns?

Where do you live (address or nearest intersection)?

Where do you work, or go to school (address or nearest intersection)?

PLEASE COMPLETE REVERSE SIDE



You could assist us further by answering these questions:

How many TTC rides do you take in the average week?

(e.g. A round trip is two rides) _____

Do you have access to a car for your personal use?

Never Sometimes Usually

Your age group is:

Under 18 18 - 25 26 - 35
36 - 49 50 - 64 65 and over

Do you ever use other transit systems, such as GO, Mississauga Transit, etc.

No Yes (name and route) _____

How many days a week do you travel to:

Work _____ School _____

ADDITIONAL COMMENTS:

THANK YOU for your comments and attendance.

PLEASE DROP THIS COMMENT SHEET INTO THE BOX AT THE END OF THE DISPLAY.
or mail to:

NETWORK 2011
c/o TTC Public Affairs
1900 Yonge Street
Toronto, Ontario
M4S 1Z2

Could we have your: **Name:** _____

Address: _____

_____

Telephone No.: _____

COMMENT SHEET QUESTIONNAIRE

exhibit 1.5

EXHIBIT 1.6
CHARACTERISTICS OF RESPONDENTS

No. of T.T.C. Rides per average week:

None	5%
1 - 5	18%
6 - 10	29%
11 - 15	23%
16+	18%
No response	8%

Age Group:

Under 18	5%
19 - 25	19%
26 - 35	27%
36 - 49	19%
50 - 64	14%
65+	9%
No response	7%

Use of other transit systems:

No	65%
Yes - GO Transit	19%
- Mississauga	6%
No response	10%

No. of days per week travelled to:

Work:	less than	5	20%
		5	55%
	more than	5	3%
School:	less than	5	1%
		5	6%
	more than	5	1%
No response			14%

Access to a car for personal use:

Never	35%
Sometimes	20%
Usually	39%
No response	7%

Note: Percentages are based on those 153 respondents who submitted comment sheets.

1.5 Typical Questions

The following questions and answers reflect the most common issues and concerns raised by those who attended the public information centres and provided comments and input.

Why not extend the Yonge Subway line north to Steeles Avenue and the Spadina Subway line beyond Sheppard Avenue?

The Accelerated Rapid Transit Study (ARTS) reviewed, in 1980-81 on behalf of Metro Toronto and the T.T.C., a great number of lines for expansion of the rapid transit system, including the possible extension of the existing subways.

The study concluded that in the overall Metropolitan Toronto context, and based on existing and future forecasts of ridership, the highest priority should be placed on two new rapid transit lines, namely in the Sheppard/Finch corridor and a Downtown Rapid Transit Relief Line. A line in the Sheppard/Finch corridor, as opposed to an extension of the existing subway lines, would enable a larger number of potential riders in the north and east of Metro to be served by the T.T.C.

The extension of the Yonge line to Steeles Avenue and the extension of the Spadina line beyond Sheppard Avenue are longer term options that may be recommended at a later date.

Why not begin construction on all three lines immediately?

The Network 2011 strategy proposed the construction of the three rapid transit lines in five stages. Although, it would be ideal to construct all the lines simultaneously, it is simply not affordable. The Network 2011 strategy provides a compromise by proposing to start constructing the most-needed rapid transit segments in the corridors with the highest existing passenger volumes. The phasing of implementation of these lines over a 28 year period indicates the fastest possible construction program which Metro can afford without increases in taxes.

Why construct a subway on Sheppard Avenue rather than on Finch Avenue or the Hydro right-of-way, which would better serve the area to the north?

The Sheppard/Finch Rapid Transit Study reviewed alternative alignments on the Finch Hydro righ-of-way, Finch Avenue and Sheppard Avenue. The proposed Sheppard Avenue alignment, it was concluded in the study, would improve transit service to a larger number of people and would meet the ridership demand to and from the Scarborough City Centre and North York City Centre. These centres are anticipated to grow as they become each city's major focus of employment and commerce.

Why not extend the Downtown Relief Line to the west to connect to the Bloor-Danforth subway?

The westward extension of the Downtown Relief Line to the Bloor-Danforth subway, at either the Keele or Dundas West Station was considered in the staff studies of that line. The analysis showed a greater need and thus a higher priority being placed on the portion of the Downtown Relief Line from the Pape Station to Spadina Avenue. It is possible that longer term rapid transit options, incorporating a westward extension maybe recommended at a later date.

Why are the current overcrowded conditions and congestion on the Yonge subway line not addressed first?

The Downtown Relief Line is planned to divert some traffic from the overcrowding conditions on the Yonge line and at the Yonge-Bloor Station which is a result of the high volumes of passengers originating from the east on the Bloor-Danforth subway.

Consideration was given in the study to place the Downtown Rapid Transit Study as the first priority. However, it was determined that interim measures including improved surface transit services, a Sherbourne Express bus, Yonge/Bloor station improvements, the Harbourfront - Spadina LRT, and increased capacity on GO Transit commuter rail lines could be implemented in the downtown area. Similar interim measures could not be implemented for the Sheppard Rapid Transit line.

The northwest area of Metropolitan Toronto and the Pearson International Airport will not be served by rapid transit according to the Network 2011 plan.

The study concluded that in an overall Metropolitan Toronto context, based on existing and future forecasts of ridership, the rapid transit lines proposed in the Network 2011 plan should have the highest priority.

The northwest area including the airport/Rexdale area is not forecast to expand sufficiently enough to justify a direct rapid transit line to and from the airport. It is, however, a high priority item in the longer term rapid transit planning. These forecasts will be monitored, and assessed at the review stages of the Network 2011 strategy.

In the interim the Eglinton West Rapid Transit line would serve the largest number of people requiring service to the northwest area of Metro Toronto, by reducing the distance that buses must travel on north-south arterials before reaching the Bloor-Danforth subway. The status of the Eglinton West Rapid Transit line is dependent on the growth and development to the west of Metro and is intended to serve as well those cross-boundary trips originating in Mississauga. This line could also be connected directly to the airport by means of a shuttle bus service.

Transit services should be extended beyond Metro Toronto's boundaries, to the west and to the north.

The Network 2011 proposals for rapid transit service expansion are within the boundaries of Metropolitan Toronto. The Toronto Transit Commission is responsible for providing public transit services only within the borders of Metropolitan Toronto, as set out in the Municipality of Metropolitan Toronto Act which created Metro in 1953.

The T.T.C. and Metro are continually monitoring the need and encouraging improvements to convenient connections with transit services operating outside the Metro boundary.

2. DESCRIPTION OF PUBLICITY

As described in the previous chapter, the main thrust of the public information program was the six public information open house centres held in each of the area municipalities for one day between October 8 and 10, 1985.

The Network 2011 strategy and these information centres were publicized extensively during the months of September and October 1985. The publicity comprised on-board (T.T.C.) vehicle advertising, newpaper inserts, newspaper ads, media/press releases and special presentations.

2.1 On-Board Vehicle Advertising

An extensive advertising program was developed for display on-board all T.T.C. surface and subway vehicles. A transluscent illuminated car card, as used by the major advertisers overhead in all the vehicles, was produced, double panel in length and placed in the vehicles during October and November.

The car-car (Exhibit 2.1), identified the Network 2011 strategy as being "What Metro Toronto's transit system could look like 25 years from now". The priorities of the different proposed segments were illustrated and were briefly described. The dates and location of each of the public information centres were presented along with an invitation to the public to attend and to "have your say". The car-card also contained a phone number, 363-2011 for those persons who couldn't "make the meetings" and had "any other questions".

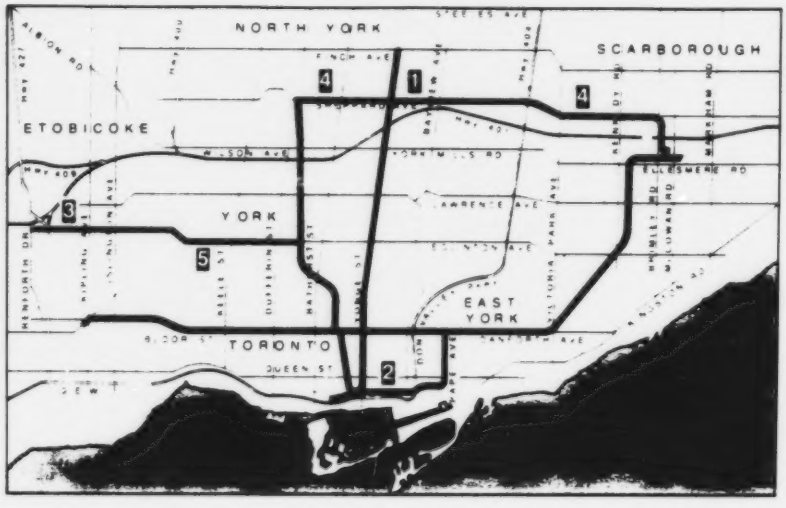
The Rider News, a monthly publication by the T.T.C. produced for its riders and available on all of the surface vehicles, also advertised in its October issue (Exhibit 2.2) the dates and location of each of the public information centres, an invitation to the public to attend, a brief description of the proposed expansion strategy, and the telephone number if anyone had further questions.

What Metro Toronto's transit system could look like 25 years from now.

1 The first part of the new Sheppard Subway. It would replace buses in this heavily congested corridor.

2 A rapid-transit line to take the pressure off the heavily travelled Yonge Line — and make Yonge/Bloor Station less crowded. A dozen years from now that'll be even more important.

3 A special busway — a road dedicated to just buses — or possibly a rapid-transit line. The service to the west will be fast, frequent



4 Two extensions to the Sheppard Subway will mean that you'll be able to travel quickly to the North York Centre or the Scarborough City Centre. Remember when the subway didn't run north of Eglinton?

5 By the year 2014 — a rapid-transit line will connect the Spadina Subway and Mississauga

Remember how the subway system was 25 years ago? You can have your say about how it is 25 years from now.

Come to an open house meeting in your area:

Etobicoke Civic Centre
550 Burnhamthorpe Rd (at The West Mall)
Wed. Oct. 9, 1 p.m.-9 p.m.

Toronto New City Hall
Rotunda (Queen and Bay Sts.)
Tues. Oct. 8, 1 p.m.-9 p.m.

East York Municipal Offices
550 Mortimer Ave. (at Coxwell)
Thurs. Oct. 10, 1 p.m.-9 p.m.

York Municipal Offices
2700 Eglinton Ave. W. (west of Keele)
Thurs. Oct. 10, 1 p.m.-9 p.m.

North York City Hall
5100 Yonge St. (north of Sheppard)
Wed. Oct. 9, 1 p.m.-9 p.m.

Scarborough Civic Centre
150 Borough Dr.
Tues. Oct. 8, 1 p.m.-9 p.m.

Can't make the meetings? Have any other questions? Call 363-2011.

NETWORK 2011 — A RAPID-TRANSIT PLAN FOR THE FUTURE.

Toronto Transit Commission

NETWORK 2011 CAR CARD

exhibit 2.1

Toronto Transit Commission

RIDER NEWS

What Metro Toronto's transit system could look like 25 years from now

Network 2011 is a rapid transit plan for the future. This strategy for expansion includes:

Sheppard Subway — from Dufferin Street through the North York Centre to the Scarborough City Centre including the extension of the Spadina subway to Sheppard Ave.

Downtown Relief Line — from Spadina Avenue along Front Street, the Railway Corridor, Eastern and Pape Avenues to the Danforth subway line.

Eglinton West Rapid-Transit — from Renforth Drive at the west Metro boundary along Eglinton Avenue West to the Spadina subway line.

You can have your say...

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Scarborough Civic Centre
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Toronto Transit Commission

NETWORK 2011

Call 363-2011
for information

RIDER NEWS
exhibit 2.2

2.2 Newspaper Inserts

The newspaper inserts were the principal means of disseminating detailed information about the Network 2011 plan and the detailed studies to a large number of households in the Metro Toronto area.

The inserts (Exhibit 2.3) resembled a newspaper tabloid with a Network 2011 masthead. Written in newspaper style, it featured stories about the Network 2011 plan, the individual components of the plan, affordability of the plan, employment projections, illustrated and briefly described the proposed priorities, listed the dates and location of the six information centres, with an invitation to the public to attend. A tear-off questionnaire was provided at the back of the insert with which the public could submit their written responses and comments about the proposed strategy. Approximately 250 questionnaires were received and a response was sent by T.T.C. within two weeks.

This newspaper type flyer was inserted in the October 5, 1985 Saturday edition of the Toronto Star newspaper and distrbuted to more than 417 000 households in the Metro Toronto area including coverage of the areas of the three detailed studies. These inserts were also mailed directly to an extensive number of community groups, associations, municipal representatives, libraries, etc., prior to the information centres and were available at the information centres themselves.

2.3 Newspaper Ads

Newspaper ads (Exhibit 2.4) were taken out during the first week in October primarily in order to advertise the dates and locations of the six public information centres and invite the public to attend. It also contained a brief description of the proposed rapid transit lines and the Network 2011 telephone number.

The ads were placed in the two daily newspapers, namely the Globe and Mail, and Toronto Sun as well as some weekly newspapers including Etobicoke Advertiser-Guardian, Scarborough Mirror, Scarborough News (with five regional issues in Scarborough, one in North York and one in East Toronto) and the Willowdale Mirror.

2.4 Media/Press Release

Press releases were made to all the major newspaper, radio and television stations in Metro Toronto during the first week in October. The releases outlined the Network 2011 strategy and announced the public information centres.

Toronto Transit Commission Chairman, Julian Porter and Metropolitan Toronto Chairman Dennis Flynn, together with T.T.C. staff were interviewed by the media to discuss the issues related to the Network 2011 strategy.

What Metro Toronto's transit system could look like 25 years from now

Network 2011 is a rapid-transit plan for the future. This strategy for expansion includes:

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THE MUNICIPALITY OF METROPOLITAN TORONTO

Toronto Transit Commission

NETWORK 2011

Call 363-2011
for information

NEWSPAPER AD
exhibit 2.4

APPENDIX A

DETAILED COMMENTS ABOUT NETWORK 2011 RECOMMENDATIONS

DETAILED COMMENTS ABOUT NETWORK 2011 RECOMMENDATIONS

ROUTING AND VEHICLE TYPE COMMENTS:

SHEPPARD SUBWAY(1)

- support use of subway vehicles (20)
- use rubber tired vehicle system
- use UTDC technology instead of subway
- use articulated streetcars
- build elevated system
- vehicle must be capable of 50 mph
- subway too costly
- routing OK
- negative property impacts/values
- too close to residential areas (6)
- connect to Spadina
  to Don Mills
  to York University
  to SRT Station (9)
- provide additional stations
- link to P.I.A.
- build northwest line
- streetcar on Hydro ROW
- along Steeles/Finch alignment
- along 401

DOWNTOWN RELIEF(2)

- subway too costly
- should be subway
- improve streetcar network
- extend to Exhibition Place
  to Ontario Place
  to Island Airport
  to Harbourfront (13)
- routing good
- use CNR land
- use Dundas to Bay alignment
- use Queen Street
- extend north to Don Mills
- extend west to Bloor/Danforth
- provide adequate connection to Union St'n

EGLINTON LINE(3)

- should be subway (5)
- not busway
- link to Rexdale area
  to Woodbine
- link to P.I.A. (10)
- link to Mississauga
- link in north south direction
- along Wilson/Albion alignment
- extend easterly to Yonge St.

Notes: (1) Comments received were Predominantly from North York, Toronto and Scarborough
(2) Comments received were Predominantly from Toronto and East York
(3) Comments received were Predominantly from Etobicoke, Toronto and York

DETAILED COMMENTS ABOUT NETWORK 2011 RECOMMENDATIONS

PROPOSED TIMING OF CONSTRUCTION COMMENTS:

SHEPPARD SUBWAY

- build A.S.A.P. (21)
- agree with priority #1 and #4
- priority #1 for entire line (10)
- 2nd priority (3)
- extend Spadina north to Sheppard first
- priorities questionable, dependant on funding

DOWNTOWN RELIEF

- build A.S.A.P. (7)
- 1st priority (10)
- may need to be later, if at all

EGLINTON LINE

- should be higher priority (13)

DETAILED COMMENTS ABOUT NETWORK 2011 RECOMMENDATIONS

OTHER COMMENTS:

SHEPPARD SUBWAY

- set aside parking areas

DOWNTOWN RELIEF

- parking @ Pape should be provided
- disruptive traffic impact

EGLINTON LINE

COMMENTS NOT SPECIFIC TO INDIVIDUAL LINES:

- support recommendations/well planned program (21)
- GO Transit - integrate services and fares; and more co-operation (9)
  - improve services
- integrate regional transit (8)

- accelerate construction timetable (6)
- costly to taxpayer (skeptical that no special tax or fare increases are required) (6)
- implement bus lanes/T.T.C. only ROW
- fair market value needs to be assessed (for residential properties)

- increase handicapped services

- areas not served: north of Steeles Avenue
  northwest area

- implement land use controls along proposed lines

- good displays/helpful staff (15)

DETAILED COMMENTS ABOUT NETWORK 2011 RECOMMENDATIONS

GENERAL COMMENTS:

- what happens after info. centre/What is approval process?
- keep vehicle types to a minimum
- use multi unit articulated streetcars
- implement extra charges at new stations
- stations should be multi purpose
- introduce a "parking tax" on commercial lots
- implementation of honour fare
- student cards are cumbersome
- only a public relations effort
- keep public informed/obtain more input

- encourage more staggered hours and part time employees but also improve service at times required

- commission should be more accountable to public

- implement policy to favour T.T.C. over roads

- use simpler solutions ie. Transportation System Management Techniques
  Transit Priorities
  Transit actuated signals

Other Routes/Lines:

- continue Harbourfront to Bathurst St.
- provide surface transportation to P.I.A.
- RT from Kipling station to P.I.A. along Hydro ROW
- extend lines to outskirts of Metro
- give high priority to connecting buses
- extend SRT to Malvern/Zoo along Milner
- separate Yonge line from University line
- lines should be more diagonal
- Harbourfront too costly
- extend Yonge line north to Steeles Avenue

APPENDIX B

DETAILED RESPONDENT CHARACTERISTICS BY MUNICIPALITIES

DETAILED RESPONDENT CHARACTERISTICS BY MUNICIPALITIES

	%	Total	Toronto	Scarborough	North York	Etobicoke	York	East York
Total Responses		153	44	15	47	20	11	16
No. of TTC Rides/Avg. Week								
None	5	7	1	1	4	-	-	1
1-5	18	27	6	3	4	6	4	4
6-10	29	44	7	5	19	6	3	4
11-15	23	35	14	2	10	3	1	5
16+	18	28	15	2	5	4	2	-
No response	8	12	1	2	5	1	1	2
Age Group								
Under 18	5	7	1	1	5	-	-	-
19-25	19	29	11	2	10	2	2	2
26-35	27	42	16	2	11	3	4	6
36-49	19	29	8	4	9	4	1	3
50-64	14	21	3	3	5	5	3	2
65+	9	14	4	2	2	5	-	1
No response	7	11	1	1	5	1	1	2
Access to a Car for Personal Use								
Never	35	53	20	3	13	7	5	5
Sometimes	20	30	10	3	9	3	4	1
Usually	39	59	13	8	20	9	1	8
No response	7	11	1	1	5	1	1	2

DETAILED RESPONDENT CHARACTERISTICS BY MUNICIPALITIES

(Continued)

		%	Total	Toronto	Scarborough	North York	Etobicoke	York	East York
Total Responses			153	44	15	47	20	11	16
Use of Other Transit Systems									
No		65	99	35	8	31	13	5	9
Yes	GO	19	29	4	5	10	4	2	4
	Mississauga	6	9	6	-	-	1	2	-
No response		10	16	1	2	6	2	3	3
No. of days/week Travelled to									
Work	5	20	30	12	2	9	2	-	5
	5	55	84	22	10	22	13	9	8
	5	3	5	4	1	-	-	-	-
School	5	1	2	2	-	-	-	-	-
	5	6	9	-	1	7	-	-	1
	5	1	1	-	-	1	-	-	-
No response		14	22	4	1	8	5	2	2

APPENDIX C

PUBLIC INFORMATION CENTRES
- BOARD LAYOUTS

P NETWORK 2011 - PUBLIC INFO. CENTRE DISPLAYS

P1

NETWORK 2011

map

P2

Map

Map

P3

INTRODUCTION

P4

System Map

P5

THE DECIDING FACTORS FOR THE NETWORK 2011 PLAN

1.

2.

3.

THE ISSUES

?

?

?

?

OR

P6

P7a

HOW MUCH CAN WE AFFORD

Metro

Provincial

25%

75%

Ridership

Construction Staging

P7b

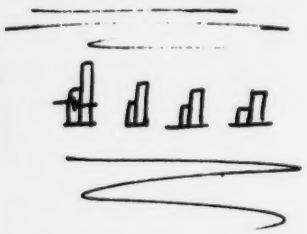
P8a

TRANSPORTATION SERVICE NEEDS

P8b

P9a

PLANNING AND FUTURE DEVELOPMENT

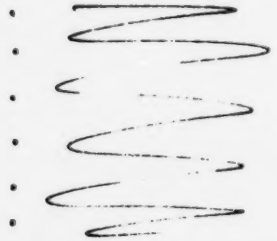


DEVELOPMENT POTENTIAL ALONG CORRIDORS

P9b

P10

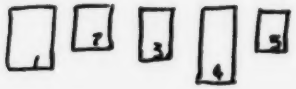
THE CONCLUSIONS



THE NETWORK 2011 STRATEGY

P11

P12



map

chart

CONSTRUCTION STAGING

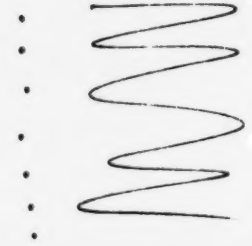
chart

CAPITAL COSTS

P13

P14

INTERIM IMPROVEMENTS



THE BENEFITS

P15

SF Sheppard/Finch Rapid Transit Study

SF1

SHEPPARD/FINCH RAPID TRANSIT STUDY

PURPOSE

i

ii

iii

SF3

ALTERNATIVES

LRT/BUSWAY

map

RAPID TRANSIT

map

SF5

SHEPPARD AVENUE RECOMMENDED

SF7

SUBWAY TECHNOLOGY RECOMMENDED

SF9

SERVICE TO MALVERN COMMUNITY

map

EXISTING AND FUTURE CONDITIONS

TYPICAL LRT/BUSWAY VEHICLES

TYPICAL MRT/HRT VEHICLES

NYC

SCC

SF2

SF4

SF6

SF8

SF10

DRT DOWNTOWN RAPID TRANSIT STUDY

DRT 1

DOWNTOWN RAPID TRANSIT STUDY

INTRODUCTION

map

NEED FOR A NEW LINE

DRT 2

DRT 3

WHY BUILD THE DOWNTOWN RELIEF LINE? WHY NOT...?

WHERE TO BUILD THE NEW LINE

map

DRT 4

DRT 5

WHICH ROUTE IS BEST

1.
2.
3.
4.
5.

CONCLUSIONS

DRT 6

EWRT EGLINTON WEST RAPID TRANSIT STUDY

EWRT 1

EGLIN TON WEST RAPID TRANSIT STUDY

map

NEED FOR A NEW LINE

EWRT 2

EWRT 3

THE ALTERNATIVES

WHICH ALTERNATIVE is BEST

EWRT 4

EWRT 5

THE CONCLUSIONS

Egl. West Sta.

EWRT 6